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The China Mail.

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world 612
per annum.

No. 17,018.

號九廿月一十年七十壹百九千壹英

HONGKONG, THURSDAY, NOVEMBER 29, 1917.

日丁亥歲年六國民華中

PRICE, \$3.00 Per Month

TO-MORROW.

In case you have forgotten, or are not aware of the fact, to-morrow,
30th November, 1917.

HEATHER DAY

At 8 a.m. Collecting and Sale of Badges begins. Don't miss the

MOTOR CAR PROCESSION.

at 11 a.m.; and be on the Cricket Ground between 12 and 1 to buy
at the AUCTION

and

at 3.30 on Murray Parade Ground for

ST. ANDREW'S FAIR

when all the delights of an Old Scottish Fair will be presented.

All money raised is for the cure of our wounded and
disabled soldiers.

THORNE'S

OLD VAT No. 4.

SCOTCH WHISKY.

SOLE AGENTS.

A. S. WATSON & Co. Ltd

WINE & SPIRIT MERCHANTS.

HONGKONG.

TEL. 2816



NOTICE.

ANY EUROPEAN OR ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register their
names under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY
LIMITED

TIME TABLE.

WEEK DAYS
7.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.00 p.m. Every 10 minutes.
WEEK END
and 9 p.m. to 11.00 p.m. every half hour.
11.45 p.m. every quarter of
an hour
SATURDAY
7.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.00 p.m. Every 10 minutes.
EIGHT CARS on Week Days.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Bazaar, 100
Des Voeux Road Central.
Buses and motor vehicles available for
all cars not already full running at the
time stated in the Company's time tables,
but no special cars can be obtained
on application at the Company's Office.
No Special Cabs will be issued until
payment of a deposit has been made in full.
Money of 10/- charged on Company's order
on presentation of Bank Note.
JOHN D. HUMPHREY, SON
General Manager

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ENGINEERS and SHIPBUILDERS.

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Steam and Motor Vessels,

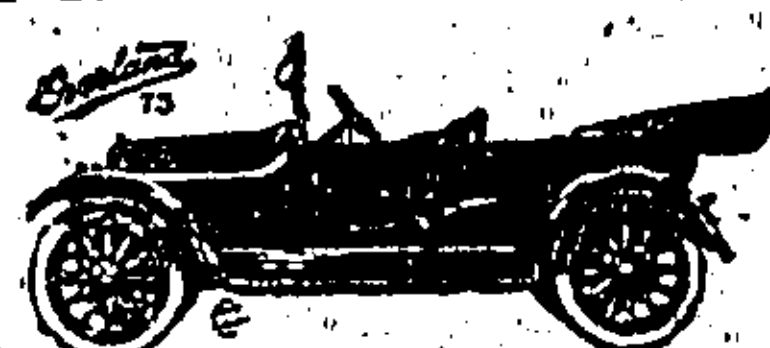
Steel Building Work of every Description,

Castings, Forgings, Repairs and Supplies.

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AND
OVERLAND
MOTOR
CARS



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GREY
HARLEY
DAVIDSON
MOTOR
CYCLES

TELEPHONE 432.

COME AND INSPECT.

BEST CARS IN THE COLONY FOR HIRE.

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Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAD.	4-STRAND
1" to 15"	5" to 15"	3" to 10"
DIRECT SPINNING	CIRCULAR SPINNING	CIRCULAR SPINNING

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co. General Managers.

Hongkong, April 11, 1912.

WATSON'S EUMINTOL

A Liquid Dentifrice having all the Characteristics
of Odol

Applied directly on the brush it cleanses the teeth and
prevents their decay.

When mixed with water it forms a pleasant antiseptic mouth
wash, which purifies and refreshes the whole mouth.

Price \$1.25 per bottle.

PREPARED ONLY BY

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HONGKONG AND CHINA.

TEL. 16

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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AND

GRILL ROOM

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MANAGER

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking, and Ladies
rooms, Roof Garden.

Terms: From \$5 per day Mex.

Telegraph add: "Peachell"

P. O. FRUSTE
Manager

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 tons weight.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 404.

Shipyard: Shum-Sat-Po, Kowloon, Hongkong.

Estimates furnished on application.

Hongkong, April 1, 1912.

WONG PING WA, Manager

KING EDWARD HOTEL

Central Location.

A LUXURIOUS TRAVEL AND RESTAURANT.

Kitchen, Lifts, Fans and Lighting.

European Baths and Sanitary Fixings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 375.

W. J. WATSON, Manager

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

PANG YUE, Director, successor of

the late SIK YING.

14, DAVIDSON STREET.

TERMS VERY MODERATE.

Doan's Kidney Pills.

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

BITTER FIGHTING

BRITISH ADVANCE THEIR LINE.

TAKE A FURTHER 600 PRISONERS.

LONDON, Nov. 28.

Field-Marshal Sir Douglas Haig

reports:—

Local attacks at dawn, in the
neighbourhood of Fontaine, Notre-
Dame and Bourlon villages led to
severe fighting.

The enemy, who was strongly rein-
forced, contested our advance with
great stubbornness and the fight
swayed backwards and forwards.

We advanced our line and took
over 600 prisoners.

We drove off, in the afternoon, an
attempted attack on our position on
the Hindenburg line, on the spur to
the westward of Moeuvres.

There was great activity on the
part of the enemy artillery, to the
east and north-east of Ypres.

GERMANS FIGHTING WITH FRESH TROOPS.

LONDON, Nov. 28.

Reuter's Correspondent at Head-
quarters, telegraphing on Tuesday,
states there has been the most
bitter fighting, near Fontaine, since
the morning, covered by a heavy
bombardment which was maintained
throughout the entire forenoon.
The British fought their way right
through the village, in the face of
very heavy rifle and machine-gun
fire, sending back over 600 prisoners
who were captured in fortified houses
and strong points.

The Germans, later in the morn-
ing, counter-attacked with two new
Divisions. Under the weight of
overwhelming numbers, we had
slowly to relinquish our footing in
Fontaine, and it is not clear that we
retain any portion of the ruins.

It is now certain that the Germans
have reorganised their defences with
fresh troops. We still hold the high
ground and have a great tactical
advantage, although the enemy's
stiffer resistance means more desper-
ate fighting.

The weather remains abominable.

THE WORK OF THE FLYING MACHINES.

LONDON, Nov. 28.

Field-Marshal Sir Douglas Haig,

reporting on aviation, states:—

Low flying machines, on Monday,
constantly attacked enemy troops,
batteries and transport. Three tons

of bombs were dropped on troops
crossing the Senze River, the rail-
roads at Cambrai and to the north
of Douai, Somme and Douai stations
and sidings.

We brought down two and drove
down four enemy machines.

None of our machines are missing.

BESIEGED ENGLISH TROOPS IN BOURBON RELIEVED.

LONDON, Nov. 28.

Reuter's Correspondent at Head-
quarters, telegraphing this afternoon,
states that the battle area is slip-
pery and difficult owing to the con-
tinual heavy rain.

The Germans, late last night,
determinedly counter-attacked on the
north-eastern fringe of Bourlon Wood
but after fierce fighting they were
driven off and heavily shelled while
retiring.

We carried out a successful sortie
into the ruins of Bourlon village and
vanquished a party of English troops
that had been cut off when this
German attack on the village on Sun-
day, and who had since very care-
fully held on.

LATER

The detachment relieved in
Bourlon village belonged to the East
Surrey Regiment. At 5.30 in the
evening they got in touch with the
Colonel of the battalion, and through
a breach in the enemy line, which
they succeeded in making, eight
officers and the rest of the party
came back.

While this operation was progress-
ing, taking advantage of a favourable
wind, we discharged heavy gas clouds
against Quent, whose position had
been rendered most uncomfortable
by our thrust to the south-east of
that place.

This morning, some of our troops
were engaged among the ruins of
Fontaine, where there has been hard
fighting.

A GERMAN ORDER "POUR ENCOURAGER LES AUTRES."

A written German order has been
found, stating that if certain sol-
diers, who were lurking in a certain
big dug-out, did not come out im-
mediately, and participate in the
fighting, the dug-out would be blown
in. It was further directed that this
order should be read aloud to the
whole battalion, presumably for its
encouragement.

YAIN GERMAN SACRIFICES TO RETRIEVE POSITION.

Reuter's Correspondent at Head-
quarters, telegraphing to-day regard-
ing the fighting around Cambrai,
says:—

Mud, machine-gun fire and more
German reinforcements are the prin-
cipal features at the moment. In-
tense fighting has been proceeding
since dawn yesterday, the enemy
trying to retrieve at least some of
the important positions he has lost,
certainly not counting the cost.
Men who are coming down from the
scene of the recent fighting on the
northern shoulder say the ground is
freely strewn with German corpses
which have fallen since the original
attacks. Since his first stampede
the enemy has been hurrying up
troops and guns by every route and
has succeeded in organising his badly
shaken defence.

Further north, where the German
line is backed by our recent
gains, the enemy is slowly adjusting
his positions. Fontaine, Notre-
Dame are so effectively commanded
by both sides that nothing living dare
show itself in the ruins.

The weather is improving and the
visibility is getting better.

NO FURTHER INFANTRY ACTION.

LONDON, Nov. 28.

Field-Marshal Sir Douglas Haig
reports hostile artillery activity last
night in the neighbourhood of Bour-
bon Wood, but no further infantry
action, and hostile artillery action
eastward and north-eastward of
Ypres.

GERMAN REPORT

A German official communiqué
says: English tanks and infantry
attacking Bourbon collapsed. We
temporarily lost Bourbon and Fon-
taine, but threw back the enemy into
Bourbon Wood, capturing 200.

(Continued on Page 6.)

A FAVORITE RUB-DOWN

THE golfer, the football player and the
all round athlete know the value of
Chamberlain's Pain-Balm. It is just the
thing for a rub down after a hard game.
All aches, pains, sprains, bruises, cuts,
scalds and swellings respond to this
characteristic balm. It is a household
necessity. For sale by all Chemists and
Druggists.

Hughes & Hough

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"HUGHES & HOUGH" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (on account of the concerned),

SATURDAY,
the 1st December, 1917, at 10.30 a.m.,
at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
The House Street,
TWENTY CASES OF SALAD OIL.
New cargo, only just landed.
Terms—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 28, 1917. 2237

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (on account of the concerned),

SATURDAY,
the 1st December, 1917, at 10.30 a.m.,
at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
The House Street,
MISCELLANEOUS GOODS,
Comprising—
Blankets, Counterpanes, Sheets, &c.,
Dress Materials including Blue and
White Serge (good quality), Prints,
Mollard, White Linen, Long Cloth, Drill,
Flannel, &c., Handkerchiefs, Gent's
Silk Socks, Boys Suits, Towels, Toilet
Soap, Perfumery, a few pairs White Lace
Curtains, &c., &c.

Also
Over-coat Lengths, a number of pairs
of Gent's Boots and Shoes, comprising
Black and Tan Boots and Shoes, White
Kid Rubber Sole Shoes, Dress Shoes,
several Sets of Picnic Baskets
&c., &c., &c.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 28, 1917. 2234

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (on account of the concerned),

TUESDAY,
the 4th December, 1917, commencing
at 2.30 p.m., at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
The House Street,
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, TWIN
BEDSTEPS, CURTAINS, CARPETS,
PICTURES, &c., &c.
As follows—
Unpolstered Suites, Arm-chairs and
Chesterfield Sofas, Card Tables, Bedroom
Furniture, comprising Double and Single
Beds and Brass-mounted Bedsteads and
Twin Bedsteads, Sideboards, Dinners
Waggon, Extension Dining Tables, &c.,
Chairs, Tea and Occasional Tables, &c.,
Dinner Services, Crockery, Glass Ware,
Clocks, Stoves, Cutlery, Toilet Sets, &c.,
Bath Room Utensils, Roll-top Desks and
Writing Tables, Sundry Electro-Plated
Ware, &c.
Electric Reading Lamps, Blackwood
and Teakwood Screens, Blackwood
Furniture, including Side Tables, &c.,
Engraving, Pictures, Tennis Poles and
Net, Iron Safe, &c.
A few lots Turkish Bath Sheets,
Towels, Single and Double Bed Sheets,
Bed Quilts, &c.
Also
Carpets, Brass Fenders, a few lots Fire
Bricks and Four PLANOBS, &c.
(Full Particulars from Catalogue.)
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 28, 1917. 2240

'CHINA MAIL'

OVERLAND EDITION.

THE BEST WEEKLY NEWS-
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THEN KEEP IT
CLOSE TOGETHER WITH THE
SOLONY.

AUCTION.

COLONIAL SECRETARY'S
DEPARTMENT.

N.O.S. 908.—It is hereby notified that
SEALED TENDERS in duplicate
which should be clearly marked "Tender
for Quarries" will be received at this
Office until Noon on MONDAY, the 3rd
day of December, 1917, for the letting of
the undermentioned Granite Quarries
at Hongkong, Kowloon, and the New
Territories, for one year from the 1st
January, 1918.

Each tender must be accompanied by
a receipt to the effect that the tenderer
has deposited in the Colonial Treasury a
sum of \$50 as a pledge of the bond, &c.,
of his offer, which sum shall be forfeited
to the Crown if the tenderer refuses to
carry out his tender and comply with
the conditions hereinafter contained.
The Government does not bind itself
to accept the highest or any tender.
Forms of tender can be obtained from
the Director of Public Works.
Conditions of letting and plans of the
Quarries can be seen on application to
the Principal Land Surveyor, P.W.D.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres	Upset Crown Rent
Test-Tan Mai No. 9	13.02	\$ 800
Shaukiwan No. 3 & 4	73.92	3,300
Nok On No. 2	8.44	2,100
Ma Tau Tok No. 7	8.70	100
Do. No. 8	4.60	1,400
Nai Tin No. 2	1.92	200
Jordan Road No. 10	4.38	1,000
Yammat No. 11	2.98	1,000
Ngau Tau Kok No. 6	2.00	800
Ngau Tau Kok No. 7, 8, 9, 10, 11, 12, 13	10.12	1,300
Ngau Tau Kok No. 9, 11-14, 21 & 22	3.90	500
Chi Kwo Ling No. 1-30	24.56	2,700
Sui Tso Wan No. 1-12	16.33	500
Lymun No. 1-25	28.44	3,000
Fuk Tsun Heung No. 12	4.29	1,200

INTIMATIONS

SANITARY BOARD OFFICE,
HONGKONG.

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the
DOMESTIC CLEANLINESS and
VENTILATION BYELAWS (as amended),
every Domestic Building or part of
such Building within the EASTERN
Division of the City of Victoria, and the
EASTERN Division of Kowloon and New
Kowloon, occupied by members of more
than one family, except those within the
European Reservation or in Kowloon
South of Austin Road, or those parts of a
Domestic Building used as a Shop, Office
or Godown, must be CLEANSED and
LIMEWASHED THROUGHOUT by the
Owners during the months of October and
November.

The word "throughout" used in this Notice means that the Houses should be
limewashed in respect of all the Walls of
each Room, all Cubicles, Partitions, Stair
Cascades and Stair Landings, all Ceilings and
the Undersides of Roofs in Main
Buildings, Offices and Servants' Quarters
and inclusive of Verandahs.
The Backyard must have its Containing
Walls limewashed up to the level of the
First Floor.

Carved, Painted or Polished Woodwork
in good condition, however, need not be
limewashed, but must be Cleaned.
The EASTERN Division of the City
of Victoria is bounded on the West by
Gillman Street and Peel Street.

Kowloon is divided into the Eastern
and Western Divisions by Nathan Road
and a straight line drawn from the
North and through the Yauwale service
reservoir to the Northern Boundary of
Kowloon.

C. M. W. REYNOLDS,
Secretary.
Dated this 23rd day of November, 1917.
2232

NOTICE.

THE MOTOR UNION INSURANCE
CO., LTD.
(Fire & Marine)

HAVING been appointed Agents to
the above Company we are
prepared to accept risks and issue
policies at current rates.

UNION TRADING CO.,
Agents.
Queen's Buildings,
Hongkong, Nov. 13, 1917. 2233

DAIRY FARM NEWS.

CORNEB BEEF
AND
CORNEB PORK.
PUT UP IN KEES AND BARRELS
FOR
EXPORT OR STEAMER USE.

ALFRED HYNDMAN
43 Wyndham Street
Has for sale
CARBON PAPER at \$1.00 per dozen
sheets
REBBONS at \$1.50 each.

UNDERSTANDING to close and repair
U. Typewriters at \$12.00 per machine
per annum.
Particulars apply to the above
machines.
Hongkong, Nov. 7, 1917. 2232

SCOTTISH SPORT

OPENING OF RUGBY SEASON.

(From Our Own Correspondent.)

Edinburgh, Oct. 9.

While there will be no big events
in the coming Rugby season, the
programme promises to be rather in-
teresting. The great public schools
supply the backbone of the card; but
the kiki teams are numerous, all the
Other Training Corps are in the
field, and the Weightmen engaged in
a munition work near Glasgow have
got together a good fifteen.

The outstanding match of the week
was between George Watson's Col-
lege and Glasgow High School, and
Watson's was rather fortunate to
win. The Glasgow side certainly
had a territorial advantage for the
longer period, and were value for a
draw; but the Myresiders enjoyed
one or two small pieces of luck, and
were able to take advantage of them.

The outstanding players on the two
sides were the scrum halves, and the
pucks, being pretty equal in strength,
provided some thrills. The Glasgow
forwards were rather better in the
loose, and owed much to J. Scott,
W. S. W. Guthrie, and D. A. Ford.

The back division is practically new,
and lack the originality that made
their predecessors so dangerous. W.
A. Hamilton will develop into a use-
ful three-quarter, and J. Deas con-
firmed previous impressions of clever-
ness. The Watson rear ranks seem-
ed more combined and enterprising
than last year, and once more their
defense was unimpeachable. Many
of last year's team are now in train-
ing for the Army.

Edinburgh University O.T.C. has a particularly
strong side, and had a decided vic-
tory over Fettes; and the Glasgow
O.T.C. were equally successful over
Loretto. Sound forward play and
general pluckiness gained Glasgow
Academy the lead, though the Welsh
Harlequins gave an attractive dis-
play. For the Academy, A. R.
Forrester did a brilliant piece of
work. Results—

Watson's College, 11; Glasgow High
School, 6.
Glasgow Academy, 6; Welsh Harle-
quins, 3.
Glasgow Univ. O.T.C., 9; Loretto, 0.
Edin. Univ. O.T.C., 32; Fettes, 8.
Heriot's, 3; Craigrod, 0.

GLASGOW CUP.

In Association football, Rangers,
by defeating Partick Thistle, carried
off the Glasgow Cup for the 12th
time. There was a crowd of 45,000
spectators, and it cannot be said that
the play deserved this measure of
patronage. The game was quite one-
sided, and at no time was there any
doubt of the result. The Rangers
showed no particular ability; but the
Thistle were distinctly poor. The
only strong division was Rangers'
defense. The single goal obtained
by Thistle was more than they
deserved. Result of the Final Tie—
Rangers, 4; Partick Thistle, 1.

ASSOCIATION LEAGUE.

In the Association League Mor-
ton's victory at Motherwell was
highly creditable, as three of their
regulars were absent. Kilmarnock's
success over Hearts was a scrappy
business. Queen's Park did more
than well to take both points from
Hamilton Academicals. Third Lanark
were unlucky against Falkirk. Air-
drieonians had the lead at the start,
but Clydesdale came again and there
was a capital fight for the draw. Ayr
escaped defeat at Paisley through the
soundness of their defence. Hibernians
are still at the bottom of the
table, and could make no headway
against Dumbarton. Results—
Queen's Park, 2; Hamilton Acads., 1.
Clydesdale, 8; Airdrieonians, 3.
St. Mirren, 1; Ayr United, 1.
Falkirk, 1; Third Lanark, 1.
Kilmarnock, 4; Hearts, 3.
Motherwell, 1; Morton, 3.
Hibernian, 0; Dumbarton, 3.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition
of ill-health, shows your assim-
ilative powers are decreasing.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**

Supplying the blood with the
wanted nourishing and healthy
building materials. Very
palatable.

OPAL CHEMISTS
Phone 9120 and 9121

THE CONSCRIPTION OF WEALTH.

MR. BONAR LAW ON WAR AND CREDIT.

TAXATION OR LEVY.

At the recent Trade Unions Congress
at Blackpool, a resolution was passed
reaffirming the opinion of labour that
wealth should be conscripted, and Mr.
J. H. Thomas, M.P., in supporting the
resolution, referred to an interview which
the Parliamentary Committee of the
Trade Unions Congress had had some
time ago with the Chancellor of the
Exchequer on this very subject. Only an
extract from Mr. Bonar Law's speech on
that occasion was incorporated in the
report of the Parliamentary Committee.

The Central News is enabled to give
a longer report of the Chancellor's address
to the trade union members. Mr. Bonar
Law said he was in entire agreement with
the thesis that there was no comparison
between the conscription of wealth and the
conscription of life.

"We do not differ about that," he said,
"but I do think that all of you are
inclined to overlook the enormous con-
tribution that is being made by the
accumulated wealth of the country
during the war. I do not think it is a
question which concerns the working
classes against the financial classes whether
it is wise to try to get back the
money spent in this way by one levy on
capital, or by taxation on income over a
number of years. I do not think it is a
question between the two classes, because
one thing is certain—that the proportion
of taxation borne by wealth ever since
I have had an interest in politics has been
steadily growing. I am also equally sure
that whatever Government is in power
whether we call ourselves Conservatives,
Liberals, or Socialists—the wealthy are
going to bear a bigger proportion of tax-
ation than they did after the Napoleonic
wars."

WEALTH AS CREDIT.

Wealth is credit, and Mr. Cooper
(who introduced the Congress resolution
to the Chancellor at the interview) said
it was easy enough to circulate any
amount you like of notes and circulate
them with this mortgage upon property
behind them. "Well, that is not so.
There was a sample of it at the time of
the French Revolution, when a sum
which ought to have represented £300 did
not represent more than a couple of
shillings. (Mr. Bonar Law quoted
Carlyle's 'French Revolution' to show
that at that time a cash note cost £300).
"Well, there is a limit to that kind of
thing, and in considering whether you
are to conscript wealth or not you have
to bear in mind, I think, two or two
things. If it were possible to have com-
plete socialisation and to run everything
for the State and divide it all either
according to our numbers—which no one,
I think, dreams of—or according to our
work, it might be done, but if you are
not going to do that then you must do
something to keep up credit. Of course
that is the argument which is always used
by what you consider to be my class
against every form of taxation of wealth.
But there is a limit. If you really
destroyed credit while the present system
or anything like it exists, you are going
to do far more harm to the working class
than any other, because those who have
more money will find somewhere else to
go and spend it."

THE QUESTION OF MORTGAGES.

Mr. Cooper said: "Why not have a
mortgage? What is the good of that?
You have a mortgage now. The whole
power of dealing with property depends
upon the decision of the House of Com-
mons. It is all mortgaged. If you call
it a mortgage you do not get any more
power than you have now if the majority
of the people of this country want it.
When I was young I was perhaps more
of a Socialist than a great many of you
here. I did think it quite possible to
get some arrangement of that kind and
even now I do not say it is absolutely
impossible. But I do say that you can-
not have the two systems working
together. You cannot go on the principle
that you are to pay no regard whatever
to credit, to the incentives which men
use in creating capital—you are to pay
no regard to that, and yet have the pre-
sent system going on."

"Now it regards the denigration of
your proposal. Obviously I cannot say
anything about what shall be done. But
I would like you to realise the extent of
taxation on capital already. Take, for
instance, the subject of mining royalties.
They gave me in the Exchequer here a
note of what they pay now, and it is
pretty high. But of course, if you start
with the supposition that none of it
belongs to them, and that we ought to
have the whole of it, it would not seem
high enough. So the present system is
not a very attractive one. I am sure
that the present system is not a very
attractive one. I am sure that the present
system is not a very attractive one."

royalty, if he pays the highest rate of
super-tax and the excess profits tax, pays
0.5 per cent. of the total excess of the
profits.

NO LEVY ON CAPITAL.

"Then with regard to income tax,
super-tax and excess profits tax, they have
never been in this country on the scale
that they are in this war. I do not think
it is excessive, because we have to get
the money, and although I think it would
be folly during the war to attempt to
make a levy on capital as capital, and
although I do not think that can be done,
as I said to you at the beginning, it is
simply a question of what will be best
from the point of view of the interests
of the country, whether you should make
an attempt to get the capital levy and
reduce the debt, or spread it over a long
period."

"I do not say the first is impossible,
but I do say I think it would be ruinous
to attempt it while the war is going on."

OPIMUM GROWING IN KOREA.

SEMI-OFFICIAL REPLY TO MR.
THWING'S ACCUSATION.

A serious charge was lately made in
the columns of the "Peking Gazette" by
Mr. E. W. Thwing, Secretary of the
International Reform Bureau, against the
authorities in Korea, alleging that they
encourage the cultivation of poppy with
a view to selling opium manufactured
from it to Chinese. Mr. Thwing stated
that he made a tour of Korea last summer
to investigate a report that opium was
being grown there for the Chinese market.
The report proved to be true. I met
Koreans who had seen it growing. One
missionary counted thirteen fields of
growing opium poppy in his district. I
was told that Japanese officials had pro-
vided the seeds and had encouraged the
Koreans to plant opium, saying that they
could make much money. Mr. Thwing
added that he went to Seoul and had an
interview with the responsible Japanese
officials there. He was informed that the
Japanese Government was very strict in
regard to the sale and use of opium in
Korea, and as the drug was needed for
medicine its cultivation was only to be
permitted for a short time and probably
only in the one province of Whanghaido,
where the new regulation, allowing the
cultivation of opium, had come into force
in April—just following. Mr. Thwing
notes the final closing of the opium shops
in Shanghai. Commenting on the above,
the "Seoul Press" says—

"We have made careful inquiries con-
cerning the subject and find that the
charge made by Mr. Thwing is not true.
It is true that in Whanghaido Province the
cultivation of poppy was permitted this
year to a limited number of farmers.
This was done under very strict condi-
tions. Those privileged were required
under penalty of severe punishment to
report the area of land devoted to the
cultivation of poppy, its location, the
crop obtained, and the names as well as
addresses of persons to whom it was sold.
It was feared, however, that, strict as
these regulations were, they would be
evaded, so last month the authorities
again issued an ordinance making poppy-
growing prohibitive except by apothec-
aries, who need opium for medical pur-
poses. It is absolutely false to say, as
Mr. Thwing did, that the authorities
encouraged the Koreans to plant poppy.
Mr. Thwing came to Seoul during his
tour in Korea and interviewed Mr. Eundo,
Chief of the Sanitary Section of the Police
Headquarters. On the occasion Mr.
Thwing was given full explanation con-
cerning the measures being taken by our
authorities for checking any extensive
cultivation of poppy. Mr. Thwing seem-
ed to be perfectly satisfied with the
explanation given and appreciated the
efforts of our authorities in this direction.
It is astonishing that, in spite of this,
he has published the accusation referred to."

"Our authorities have spared no pains
to prevent and suppress poppy-growing
in this peninsula by Chinese and Koreans.
Cases are numerous in which those
secretly cultivating the plant in remote
places in the mountains have been traced
and arrested. In some cases raids by the
police on these people were attended with
great danger, for they were found to be
armed and ready to resist them. In the
face of such facts, it is unjust on the
part of Mr. Thwing to accuse our
authorities of encouraging poppy-growing
by the Korean people. We believe that
he was misled by sentiment, and trust
that he will revoke his accusation when
he learns the truth."

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THE 'CHINA MAIL'

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TELEGRAMS.

(Continued from Page 1.)

THE FAMOUS HINDENBURG TUNNEL.

A ROMANCE OF THE WAR.

LONDON, Nov. 28. Reuter's Correspondent at Headquarters gives further particulars of the famous Hindenburg Tunnel. It is thirteen miles long and forty feet deep. It was built by Russian prisoners and down with mines. Why these failed to explode when the electricians switched on the contact is one of the romances of the war and cannot be told. Suffice it to say we had cut the wire leads. The tunnel was virtually bomb-proof. It contains nests of chambers from which large quantities of food, drink and tobacco are being unearthed.

THE SUPREME WAR COUNCIL IN PARIS.

PARIS, Nov. 28. Mr. Lloyd George, Mr. Balfour, Lord Milner, Admiral Jellicoe, Lord Reidsing, Sir Eric Geddes, General Sir William Robertson and Mr. Vezelos have arrived.

ARTILLERY ACTIVITY ON FRENCH FRONT.

LONDON, Nov. 28. A French communiqué states:—There was fairly vigorous artillery activity in the Juvincourt district and on the Bois-le-Château Front.

THE FRENCH ATTACK NEAR JUVINCOURT.

LONDON, Nov. 28. A French communiqué states:—It is confirmed that our attack on the 21st inst., south of Juvincourt, cost the enemy very serious losses. We took 475 prisoners and the material captured includes 13 machine-guns, three bomb-throwers, three trench mortars, and 400 rifles.

AMERICAN WAR REVIEW.

GERMAN OBJECT DEFEATED.

WASHINGTON, Nov. 28. The Secretary of War, in his review, further states that it is evident that the enemy undertook the offensive in Italy in the hope of extricating himself from his increasingly difficult position in the West, by compelling the transfer of British and French troops to Italy, thereby rendering their offensive in the West impossible.

But this object has in no way been achieved. The wastage of the enemy forces and the slow, relentless sapping of man power by the continued and sudden offensive thrusts must eventually result in the softening of the enemy's line in the West, and this is the ultimate objective of the series of intensive offensives, so successfully pursued by the Allies during the past six months, and is even more important than their gain in terrain.

PEACE DEMONSTRATIONS IN GERMANY AND HUNGARY.

AMSTERDAM, Nov. 28. Hundreds of Independent Socialists held a demonstration in Berlin, on Sunday, and endeavored to reach the centre of the City. The police arrested nine of the demonstrators.

LATER. Sunday's peace demonstrations in Berlin assumed considerable proportions in the north of the City. The crowd was very quiet and marched through the streets cheering proposals for peace and Dr. Liebknecht.

AMSTERDAM, Nov. 28. The *Postische Zeitung* reports that a monster Socialist demonstration took place at Budapest on Sunday. There were loud cries of "Down with the war" and "We demand a general strike." A resolution was passed urging the Monarchy to oppose Pan-Germanism and the annexation of Courland and Livonia, also favouring an International Labour Conference at Stockholm.

A GERMAN DENIAL.

LONDON, Nov. 28. Berlin official news.

SPLENDID FIGHTING BY ITALIANS.

PIERCE COUNTER-ATTACK IN FACE OF A VIOLENT BARRAGE.

LONDON, Nov. 28.

An Italian semi-official message states:—

The renowned Austrian Third Edelweiss Division, composed of troops of German extraction, and other enemy forces, were severely beaten at Colboretta. They made a mass attack, after heavy drumfire, and their crushing superior fire and numbers enabled the assailants to penetrate our advanced lines and to reach a mountain battery, but a fierce counter-attack, in the face of a violent barrage, resulted, in the enemy being routed, and thus the attempted advance along Valsugana was frustrated.

HEROIC DEFENCE OF THE ITALIANS.

Rome, Nov. 28.

The Austro-Germans continue their gigantic and determined efforts to break through to the Venetian Plains, constantly employing their best fresh troops and also heavier artillery and machine-guns and applying gas. Each attack launched is fiercer than its predecessor. The Italians continue to cover themselves with glory in their heroic defence. The method employed in the attack and the tenacity of the defence recalls Verdun.

ITALIAN BOMBARDMENTS.

LONDON, Nov. 28.

An Italian official communiqué states:—

In co-operation with our bombardment flights, our batteries concentrated their fire on enemy troops massed and moving on Asiago Plateau and Primolano Basin, northward of Col della Beretta and Middle Pave.

RUSSIA.

THE ASCENDENCY OF THE BOLSHEVIKS.

PETROGRAD, Nov. 28.

About half of the Petrograd voters have polled at the Constituent Assembly elections, which close to-day. Undoubtedly an overwhelming majority of the Petrograd garrison sides with the Bolsheviks. The latter have seized the Customs. General Baluev, commanding on the Western Front, has been superseded for refusing to negotiate an armistice.

The Bolsheviks announce the control of Tashkent after four days of fighting.

General Trotsky has dismissed, without pensions, two assistant foreign ministers, and thirty officials for refusing to submit to the Bolshevik authority.

"A JUST AND DEMOCRATIC PEACE" WANTED.

LONDON, Nov. 28.

A Russian communiqué, sent by wireless, reports that M. Haritov, Secretary of the Bolsheviks, sent a proclamation to the Russian Commander-in-Chief, Ensign Krylenko, as follows:—

"The Bolsheviks fraction of the All-Russian Extraordinary Congress of Peasants' Delegates, numbering 64, and five delegates of the other fractions, send you congratulations on your resolute step towards the realization of the wishes of the whole of Russia's workers for a general conclusion of a just and democratic peace. We also send our congratulations to all Army Corps and other Committees helping you in this great and difficult task."

TWO RUSSIANS INTERNED IN GREAT BRITAIN.

A HINT OF RUSSIAN REPRISALS.

LONDON, Nov. 28.

Reuter's Correspondent at Petrograd states that General Topyk has written to Sir George Buchanan, British Minister at Petrograd, demanding the release of two Russians arrested in Great Britain and appearing in the press.

London, Nov. 28. Similar.

PROTEST AGAINST PRESS BUREAU CENSORSHIP.

LONDON, Nov. 28.

The Liberal ex-Ministers have communicated with the Government on the subject of the new peace leaflet regulation, protesting against the Press Bureau censorship. They intend to demand a day to debate the matter, unless the regulation is modified.

NO EXPORT OF COAL EXCEPT UNDER LICENSE.

LONDON, Nov. 28.

An Order-in-Council prohibits the export of coal from December 7th to all British destinations except by license.

THE SILVER MARKET.

LONDON, Nov. 28.

The Silver market is quiet.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

GERMAN REPORT.

LONDON, Nov. 27.

A German official message states:—Strong English attacks between Bourlon and Fontaine failed. Bitter local engagements are progressing.

There is most violent artillery activity between Houthulst Wood and Zandvoorde. We repulsed the French to the north of Prunay. Fighting activity has increased between Samogneux and Beaumont, astride the Orne.

ITALIANS REPULSE FIERCE ATTACKS.

LONDON, Nov. 27.

An Italian official message says:—After a furious bombardment of Col della Beretta, east of the Brenta Valley, the enemy launched a whole infantry Division. A fierce struggle ensued. The barrage isolated the defenders, who, perhaps, had been compelled to give ground, but Sicilians and Alpini traversed the death zone, charged the enemy, and forced him back with severe losses, leaving prisoners in our hands.

The enemy in Albania forced a passage at Osun, south-east of Berat, and attacked our Albanians. Our regulars drove him back with heavy losses.

SUPREME WAR COUNCIL MEETS.

LONDON, Nov. 27.

It is officially announced that members of the Government have gone to Paris to attend the Supreme War Council, Earl Reading accompanying them.

ANOTHER AMERICAN STEAMER TORPEDOED.

CORUNNA, Nov. 27.

Twenty-one survivors of the American 5,000-ton steamer *Albatross* have been landed. The steamer was torpedoed on Sunday, and three boats with the remainder of the crew are missing.

CANADA AND THE UNITED STATES.

A SUGGESTION BY COL. ROOSEVELT.

TORONTO, Nov. 27.

Colonel Roosevelt, addressing a meeting of ten thousand people in aid of Canada's Victory Loan, enigmatically said that he looked for permanent peace between Canada and the United States, and suggested that the United States and Canada might settle any dispute by a permanent court consisting of three judges of the United States Supreme Court and three Canadian judges, a seventh member to be chosen by the six judges.

SWISS NEUTRALITY.

SWISS MINISTER'S DECLARATION.

LONDON, Nov. 26.

In view of rumour that the enemy may possibly violate Swiss neutrality for the purpose of attacking France and Italy on the Balkans, a noteworthy speech has been made by the Swiss Minister of the Interior, declaring that whoever violated Swiss neutrality would have to encounter the whole of the armed forces of Switzerland to the last extremity.

THE SILVER MARKET.

LONDON, Nov. 26.

Silver is quoted 49 1/2. There is an absence of business, and the market is quiet.

HONGKONG POLICE RESERVE.

MURKERTY, SUNDAY, 2ND DECEMBER.

All Superintendent, Chief and Staff Inspectors, Staff Sergeant, Mounted Police, Marine Gunners and men members of No. 1 Platoon are warned by Inspector Eustace will fire Part I of the course on Sunday next. Leave Blake Pier 8 a.m. sharp returning about 1 p.m. with uniforms, helmets without spikes. All in possession of B.K.P.R. rifles will bring same. Remainder will be supplied on the range.

The 1917-1918 Handbook will be supplied to above details of satisfactory morning.

OF THE DAY. The Band will fall in at Headquarters at 8 a.m. on Friday, 30th November, and to be posted on the parade ground at 8.30 a.m. on the same day.

LECTURE ON LORD KELVIN.

THE STORY OF THE ATLANTIC CABLE.

Before the Hongkong University Engineering Society and friends, Professor A. G. Warren last night delivered a most interesting lecture on "William Thomson, Lord Kelvin," whom he described as the greatest figure among British scientists of the 19th century, probably the greatest in Europe.

The story of the famous scientist's connection with the laying of the Atlantic cable was told by the lecturer in the following terms:—

By 1851 several short submarine cables had been laid, including that from Dover to Calais and the prospect of an Atlantic cable was stirring the hopes of telegraph engineers. The laying of a cable two thousand miles long in water which was known to be 3 miles deep in places presented a mechanical problem of the first magnitude. No single ship existed of sufficient size to hold the cable if it were made. Engineers using the Anglo-Dutch cables had noticed that the signals were sluggish. In November 1853, Thomson submitted a paper to the Royal Society demonstrating how the difficulties could be overcome by earthing the end of the cable immediately after the application of a transient rise of potential. Concessions having been obtained the Atlantic Telegraph Company was formed with Whitehouse as chairman and Thomson in the minor position of one of the directors. Thomson spent months in experimenting upon cables and the light cable was decided upon. Whitehouse had prepared a large number of instruments of clumsy construction and sluggish working which were to be used in connection with the cable. The English Government furnished H.M.S. Agamemnon and the United States Government the frigate Niagara. Whitehouse refused to undertake the voyage and Thomson made the journey on the Agamemnon. After the Niagara had paid out 330 fathoms owing to carelessness on the part of a brakeman, Thomson came back full of ideas for new instruments to be made while the lost cable was being reconstructed. The result was his mirror galvanometer. This is now well known to merit description. In the early summer of 1858 all was ready for the second attempt. The boats were to proceed to mid-Atlantic, there effect a splice and pay out in both directions at once. Already the Board had begun to lose faith in Whitehouse and Thomson was put in charge. He was the last man on board, carrying with him his precious galvanometer. When less than two days out they encountered a storm of exceptional violence which lasted for eight days. A hundred miles of cable and all the fuel broke loose and ten of the crew were injured. After 15 days the boats met and the splice was made. The cable broke three times; weather was bad, but after many mishaps both ends of the cable were landed on August 6th. The rejoicings, on both sides of the Atlantic were unbounded. Messages were sent and received and Thomson handed over the cable to Whitehouse. The latter immediately substituted his own instruments. The success of the cable was short-lived. The cable was in a precarious state and Whitehouse's bungling soon rendered it useless. Still it had a few weeks' eventful life. Among other messages orders for two regiments to leave Canada to assist in the quelling of the Indian Mutiny were countermanded. O'Connell's trouble between Whitehouse and the Board there is little need be said. Having doomed the cable with his wretched induction coil, Whitehouse found the cable would still respond to his Thomson's apparatus. He substituted it for his own and claimed that he could still send in messages, though the cable had developed but faintly. It was only by accident that Thomson discovered that the signals were being received with his own instruments. The cable finally refused to work again, and a second attempt was not made until 1865. Thomson and his assistants accompanied this expedition as consulting experts. After laying 1,250 miles the cable parted and the end sank in 2,100 fathoms of water. Thomson came back to Glasgow to arrange with Whitehouse about instruments, might be gathered by the fact that the London mail had been delayed by the fact that Thomson had constantly to be delayed until Thomson should arrive with the new cable. On September 3rd a message was despatched to his wife by the 1865 cable. Thomson had accomplished the apparently impossible, and raised the end from its bed, two miles down and completed it. He came back to receive the honour of knighthood. The Atlantic cable completed successfully; Sir William resumed his quest into the properties of matter, and for years we find him working upon the vortex and other theories.

JAPANESE SHIPPING IN NORTH CHINA PORTS.

DECREASED BRITISH TONNAGE.

TESTIMONY TO WORK OF BRITISH OFFICERS.

In an English shipping paper recently appearing, details of the large increase of Japanese tonnage and the enforced decrease of British ships. The tonnage of steamers entered and cleared at the various ports of North China during the year 1916 shows a marked decrease from the figures of the year before with the exception of Chinwangtao which shows an increase of 134 vessels and 38,443 tons. The largest decrease has been at Newchwang, where 293 fewer vessels and 440,985 tons were entered and cleared than in 1915.

The following table shows the number and tonnage of steamers entered and cleared during 1916:—

Ports	No.	Tonnage
Antung	329	395,754
Dairen	3,441	3,556,017
Newchwang	881	724,134
Chinwangtao	1,224	1,077,870
Tientsin	1,746	1,038,411
Chefoo	3,41	7,443,912

The hold which Japanese ships have obtained in the trade of North China is shown by the proportions of the tonnage entered at the ports, Japan showing the highest proportion at Chinwangtao, Tientsin, Dairen, Newchwang and Antung, while it is only at Chefoo that British tonnage predominates.

The following tables show the number, tonnage and percentage of the whole of the various flags entered and cleared at the ports under review during the year 1916 in the order of their importance:—

Flag	Ships	Tonnage	Per cent.
British	181	255,483	7.5
Dutch	12	28,240	1.2
Danish	14	42,616	1.5
French	4	16,426	0.4
Japanese	2,807	2,948,884	83.1
Norwegian	3	4,673	0.1
Russian	24	29,848	0.6
Swedish	11	47,738	1.5
Chinese	3,367	17,081	4.8

Flag	Ships	Tonnage	Per cent.
British	373	1,122,910	46.1
American	3	187	0.1
Danish	2	6,080	0.3
Dutch	8	612	0.1
Japanese	810	632,408	22.9
Norwegian	2	2,050	0.1
Russian	8	7,884	0.3
Chinese	1,286	633,073	27.2

Flag	Ships	Tonnage	Per cent.
British	881	720,239	38.6
American	8	22,740	1.2
Danish	2	6,664	0.1
French	34	23,494	1.2
Japanese	788	700,895	41.4
Norwegian	16	30,178	1.5
Russian	9	11,284	0.6
Chinese	305	233,820	13.3

Flag	Ships	Tonnage	Per cent.
British	243	370,637	36.9
American	12	30,716	2.2
French	2	1,389	0.3
Japanese	490	694,551	49.5
Norwegian	117	126,789	9.9
Russian	76	96,110	7.0
Chinese	83	71,665	5.0

Flag	Ships	Tonnage	Per cent.
British	294	234,710	32.6
Dutch	3	2,386	0.2
French	32	25,114	3.3
Japanese	318	323,884	45.6
Norwegian	2	8,838	1.2
Russian	8	10,496	1.4
Chinese	112	112,802	15.6

Flag	Ships	Tonnage	Per cent.
British	34	41,810	27.6
Japanese	164	67,974	44.5
Chinese	66	42,284	27.9

ANALYSIS OF THE RETURN.

The returns, although showing a serious falling off due to war conditions, are yet reassuring inasmuch as the decrease of tonnage is not as great as might have been anticipated. Now is the decrease in the percentage of British tonnage, as compared with that of other nationalities, so large as to cause uneasiness, particularly when it is remembered under what grave disabilities the ships under the Red Ensign have been running due to the demands of the Admiralty for tonnage in the North China ports. Taking the whole trade of each of the ports, Chinwangtao is the only one of the group to show an increase in the number and tonnage of vessels entered and cleared during the year, a position that is probably due to the great demands for Russian coal following upon the shortage of Japanese coal and the difficulties experienced with the pits of the Russian Collieries. The largest decrease, both actual and proportionate, has been at Newchwang, where the tonnage fell in round numbers from 1,200,000 tons to 700,000, or of 40 per cent. Dairen lost 400,000 tons from 4,000,000, while Chefoo lost 250,000 tons from 3,000,000. The loss has, therefore, with the exception of Newchwang, been about 18 per cent. of the total trade, a not very serious matter when it is remembered under what severe conditions the trade has been carried on.

As was to be expected, British tonnage has decreased in proportion to that of other flags at all the ports with the exception of Antung, where, however, the total trade is so small as to make very slight variations. The total British tonnage entered and cleared here was 41,810 tons, or 27.6 per cent. of the whole, while in the year before it was only 12.6 per cent. British tonnage at that port has, therefore, more than doubled, but this represents an increase of only about 20,000 tons. There was also a small increase in the proportionate tonnage of Britain at Chefoo amounting to 2.3 per cent.

At other ports there has been a uniform decrease which has nearly all been absorbed by the shipping of Japan.

The shipping of Japan now holds pride of place at all ports in North China with the exception of Chefoo, where the proportion of British is 46.1 per cent. against 22.9 per cent. Japanese. At other ports the proportion is: Dairen, 22.9 per cent. British and 41.4 per cent. Japanese; Tientsin, 13.3 per cent. British and 49.5 per cent. Japanese; Antung, 7.5 per cent. British and 49.5 per cent. Japanese; Newchwang, 7.5 per cent. British and 83.1 per cent. Japanese.

ACCIDENTS WILL HAPPEN.

THE CHINA MAIL.

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Dairen	3,441	3,556,017
Newchwang	881	724,134
Chinwangtao	1,224	1,077,870
Tientsin	1,746	1,038,411
Chefoo	3,41	7,443,912

The hold which Japanese ships have obtained in the trade of North China is shown by the proportions of the tonnage entered at the ports, Japan showing the highest proportion at Chinwangtao, Tientsin, Dairen, Newchwang and Antung, while it is only at Chefoo that British tonnage predominates.

The following tables show the number, tonnage and percentage of the whole of the various flags entered and cleared at the ports under review during the year 1916 in the order of their importance:—

Flag	Ships	Tonnage	Per cent.
British	181	255,483	7.5
Dutch	12	28,240	1.2
Danish	14	42,616	1.5
French	4	16,426	0.4
Japanese	2,807	2,948,884	83.1
Norwegian	3	4,673	0.1
Russian	24	29,848	0.6
Swedish	11	47,738	1.5
Chinese	3,367	17,081	4.8

Flag	Ships	Tonnage	Per cent.
British	373	1,122,910	46.1
American	3	187	0.1
Danish	2	6,080	0.3
Dutch	8	612	0.1
Japanese	810	632,408	22.9
Norwegian	2	2,050	0.1
Russian	8	7,884	0.3
Chinese	1,286	633,073	27.2

Flag	Ships	Tonnage	Per cent.
British	881	720,239	38.6
American	8	22,740	1.2
Danish	2	6,664	0.1
French	34	23,494	1.2
Japanese	788	700,895	41.4
Norwegian	16	30,178	1.5
Russian	9	11,284	0.6
Chinese	305	233,820	13.3

Flag	Ships	Tonnage	Per cent.
British	243	370,637	36.9

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON AND BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI AND KORE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KORE AND YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or intermediate ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, etc. apply to—
P. & O. S. N. Co.'s Office,
Superintendent.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KORE AND YOKOHAMA.
"MEXICO MARU".....Monday, 10th Dec. at 3 p.m.
"HAWAII MARU".....Wednesday, 19th Dec. at 3 p.m.FORMOSAN LINE.—For Tamsui, Keelung, Amoy and Takao, via Swatow and Amoy.
"AMAKUSA MARU".....Sunday, 2nd Dec. at 10 a.m.
"SOSHU MARU".....Thursday, 6th Dec. at 8 a.m.
"KAIJO MARU".....Sunday, 9th Dec. at 10 a.m.
Calling at Tamsui, Keelung, Swatow and Amoy.
Omitting Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 76 will be free.

SOUTH AMERICAN LINE.—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore and Colombo. At present, this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.

K. YAMASAKI Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN and HONOLULU and vice versa fortnightly joint-service of the "NEDELAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departures from HONGKONG:

Steamers	Tons	Sailings
To SAN FRANCISCO	Goetoe	10,000 5th December.
To SINGAPORE and JAVA	Rindjani	8,000 19th December.
	Oranje	8,000 1st December.
	Koningin der Nederlanden	15,000 15th December.
	Opel	8,000 29th December.

These superior passenger-steamers have excellent accommodation for first and second class saloon passengers.

For further particulars apply to:

Telephones 1574-1575-1576.

JAVA-CHINA-JAPAN LINE.

Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK via PORTS and SUEZ and PANAMA CANALS.

With "Libert" to call at the Malacca Coast.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

Taking Cargo on through Bill of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. and APCAR LINE.

Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A. steamer	thority		

For freight and further particulars apply to

DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. & CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

For sailing dates, freight or passage apply to

DODWELL & CO., LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW & SINGAPORE	LUCHOW	Nov. 30, Daylight.
SHANGHAI	CHENAN	Dec. 2, at 3 p.m.
SHANGHAI	SUTUNG	Dec. 4, at 3 p.m.
SHANGHAI	SUKIANG	Dec. 6, at 3 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms. SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	WINGSANG	FRIDAY, Nov. 30, Daylight.
MANILA	LOONGSANG	FRIDAY, Nov. 30, at Noon.
HAIPHONG	LOKSANG	SUNDAY, Dec. 2, at 7 a.m.
MANILA	YUENSANG	FRIDAY, Dec. 7, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuant, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chifu.

Under Straits Settlements Government Regulations. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passport with their Photographs and description affixed thereto.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd., General Managers.

Tel. No. 215.

BRITISH INDIA S. N. CO. LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD. AGENTS.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times, is a scientific method of restoring health and vitality, without recourse to drugs, or other artificial means. It is a natural food, which, when taken, restores the system to its normal state, and gives the body the power of resistance, and the ability to overcome all diseases, and to live a long and healthy life. It is a natural food, which, when taken, restores the system to its normal state, and gives the body the power of resistance, and the ability to overcome all diseases, and to live a long and healthy life. It is a natural food, which, when taken, restores the system to its normal state, and gives the body the power of resistance, and the ability to overcome all diseases, and to live a long and healthy life.

VETARZO REMEDIES are sold by all chemists and druggists. The genuine name is VETARZO REMEDIES.

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SHIPPING

DOUGLAS STEAMSHIP CO. LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgins	FRIDAY, 30th Nov. at 12 Noon.
HAIFONG	Capt. J. W. Evans	FRIDAY, 7th Dec. at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Hake Pies).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co. General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN and HONOLULU. FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
PERIA MARU	9,000	7th December.
KOREA MARU	18,000	13th December.
TENYO MARU	22,000	11th January.
SHINYO MARU	22,000	6th February.
SIBERIA MARU	18,000	
NIPPON MARU	11,000	

Omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALIAO, ABICA and IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers	Tons
KIYO MARU	17,900
SEIYO MARU	14,000
ANYO MARU	13,500

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by rail between ports or call in Japan free of charge.

For full information as to rates, sailings, etc. apply to—

T. DAIGO, AGENT, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
VICTORIA, B.C. & SEATTLE via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	TOKIWA MARU, Capt. Ogura	THURSDAY, 13th Dec. at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. Takeda	FRIDAY, 14th Dec. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	MISHIMA MARU, Capt. Mahimura	TUESDAY, 11th Dec. at 11 a.m.
YOKOHAMA	SUWA MARU, Capt. Sekina	SATURDAY, 16th Dec. at 11 a.m.
KOBE & YOKOHAMA	BERTEN MARU, Capt. Yamashita	SATURDAY, 16th Dec.
KOBE	KIRIN MARU, Capt. Sasaki	TUESDAY, 18th Dec.
KOBE	TOTOMI MARU, Capt. Araki	SUNDAY, 17th Dec.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG & BANGGOK.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

HONGKONG via SINGAPORE, MALACCA and COLOMBO.

For DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE.

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.

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NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer carrying His Majesty's Mails will be despatched from this port as usual taking Passengers and Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the connecting steamer for Marseilles and London. Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc. apply to—
E. V. D. PARR, Superintendent.

Hongkong, Nov. 23, 1917.

2316

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

S.S. "ECUADOR"

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from above ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their respective wharves and/or at the Hazardous Goods wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bill of Lading can be counter-signed.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, December 1st, 1917 at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after December 3rd, 1917, will be subject to re-shipment.

No Fire Insurance will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

R. C. MORTON, General Agent.

Hongkong, Nov. 26, 1917.

2336

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "EUMAEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 25th November.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged Goods are to be left examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer Godowns and all Goods remaining undelivered after the 2nd December, will be subject to re-shipment.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th December, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, Nov. 26, 1917.

2334

JOINT SERVICE OF THE

"NEDELAND" and "ROTTERDAM LLOYD" ROYAL MAIL LINES.

NOTICE TO CONSIGNEES.

THE Steamship "CHOTIUS" having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their respective wharves and/or at the Hazardous Goods wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after noon the 30th Nov. will be subject to re-shipment.

All claims against the steamer must be presented to the Underwriter on or before the 4th Dec. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov. at 10 a.m. by the Company's surveyor Messrs. Giddard & Douglas.

No Insurance will be effected. JARDINE, MATHESON & Co., Ltd., Agents.

HONGKONG, Nov. 23, 1917.

2335

JARDINE, MATHESON & Co., Ltd.

HONGKONG, Nov. 23, 1917.

2335

JARDINE, MATHESON & Co., Ltd.

HONGKONG, Nov. 23, 1917.

2335

JARDINE, MATHESON & Co., Ltd.

To-day's Advertisements

TOYO KISEN KAISHA.
FROM SAN FRANCISCO Via
HONOLULU AND JAPAN PORTS.

THE Steamship
"PENSA MARU."
The above-named Steamer having arrived
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature, and to take immediate delivery
of Cargo from alongside.
Cargo remaining undelivered on SUN-
DAY, 2nd December at 5 p.m., will be
landed at Consignees' risk and expense,
and delivery must then be taken from the
Company's Godown.
Storage charges will be assessed on all
Cargo remaining undelivered on WEDNES-
DAY, 6th December at 5 p.m.
No Fire Insurance whatever will be
effected.
No claims will be recognized after the
Goods have left the Steamer or Godown.
All claims and damaged Cargo will be
landed into the Company's Godown, where
they will be examined on 8th December
at 10 a.m.
No claims will be recognized if filed
after the 14th December, 1917.
T. DAIGO,
Agent.
Hongkong, Nov. 29, 1917. 2348

TO LET

ON MONTHLY TENANCY/
GODOWN, HOUSE, &c. situated on
M. L. 1, Shaukwai, known as
Blackhead's Soap Works.
Apply to—
LOWE, BINGHAM & MATTHEWS.
Hongkong, Nov. 28, 1917. 2329

TO LET

IMMEDIATE ENTRY, four very
desirable SHOPS situated in Ice
House Street, opposite the Grand Hotel,
recently reconstructed.
For rent and other particulars apply
to the Manager, Hongkong Ice Co., Ltd.,
46 Connaught Road Central.
Hongkong, August 2, 1917. 3003

TO LET

HOUSES in Norton Terrace and
Broadwood Terrace.
OFFICES in York Building.
HOUSES on Shamen, Canton.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, August 22, 1917.

TO LET

A FLAT in Nathan Road, Kowloon.
Four rooms, house in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Alexandra Buildings.
Hongkong, August 22, 1917.

PATELL & CO.

ORIENTAL PRODUCE

EXPORTERS,

SILK MERCHANTS,

COMMISSION AGENTS.

Agencies in

NEW YORK,

SAN FRANCISCO, U.S.A.

Branches in—

CANTON,

SHANGHAI,

YOKOHAMA,

BOMBAY.

HEAD OFFICE: King's Buildings,

HONGKONG.

SILIMPOON (SEBASTIAN)

COAL

THE Undermentioned having been appointed
Agents for the COAL & STEAMBOAT
COAL CO., LTD., are prepared to quote
rates for all grades of COAL & STEAM
COAL delivered in Bulk or in SACKS
or in BUNDLES (British North
Borneo).
SILIMPOON COAL compares favour-
ably with the better grades of Japan
Coal and gives good results on a very
moderate consumption.
Seasons ending at SEBASTIAN
& JARDAN'S exclusively for SILIMPOON
COAL (either cargo or Bunkers)
are exempt from payment of all Port
charges.
At Sebastian Steamers are berthed along-
side the company's wharf where there is a
minimum depth of 27 to 28 feet at low
water spring tides.
Charts of Shikou Bay (Sebastian Har-
bour), Prices and all other information
concerning the Port can be had on
application to the Agents.
BRADLEY & CO., LTD.,
General Coal & Steamship
Company, Limited.

METALS

of all kinds, especially for shipbuilding
and engineering works. Largest and
best equipped stock in the Colony.

SINGON & CO.

(Incorporated in A.D. 1900)

200, Queen's Road, Hongkong.

COMPARE

THE

WORK!

The Royal Typewriter.

Prices \$230 to \$280

LESS EXCHANGE ALLOWANCE.

ALEX. ROSS & Co.,

TEL. 27. 4, Des Voeux Road.

INTIMATIONS

MESSAGE.

MR. HONDA.

Trained male masseur.

Ten years experience.

Formerly of Tokyo Military Hospital.

WILL VISIT PATIENTS.

RESIDENCES (IF PREFERRED)

No. 218, Queen's Road East.

2154

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate, versed in

Literature, has been a teacher to European

Officials and Merchants in this Colony for ten years.

He has a good method of teaching European to

part in the Chinese examination, and is possessed

of a first rate certificate as a Chinese teacher. He

has also a good knowledge of Mandarin and dialect.

Those who intend learning the Chinese language

are requested to write to "The China Mail" Office at

direct to No. 155, Wellington Street, first floor.

(1251)

NORTH BRITISH & MERCANTILE

INSURANCE CO.,

WHICH HAS THE HONOR OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,

£23,970,387.

—Authorized Capital £2,000,000

—Subscribed Capital £4,500,000

—Paid-up Capital £2,437,500

—Fire Funds £3,537,047

—Life & Annuity Funds £17,587,580

—Sinking Fund Account £23,970,387

Revenue Fire Branch £2,381,456

—Life and Annuity Branch £2,141,588

Revenue Marine Department £37,239

Other Receipts £47,940

£25,339,233

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside

except the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

THE 'CHINA MAIL'

NOTICE.

Communications relating to news should

be addressed to THE EDITOR.

Correspondents must forward their

names and addresses with any communica-

tion addressed to the Editor, not necessarily

for publication but as evidence of good

faith.

All matter for publication should be

written on one side of the paper only.

Letters relating to business should be

addressed to THE MANAGER.

Rate of subscription to "The China Mail" is

£30 per annum; per quarter and per month

sent pro rata.

The "China Mail" is delivered free to

subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty

cents per month.

Orders for extra copies of the "China

Mail" should be sent as soon as possible as

the supply is limited. Cash 10 cts. Credit

30 cts., per copy.

Rate of subscription to the "Overland

China Mail" is £12 per annum; postage

sent on pages 2, 3, 4, and 5 should be

sent to the Office, No. 5, Wyndham

Street, not later than 11.30 a.m.

Alterations and additions to advertise-

ments on pages 1, 4, 5 and 6 should be

sent to the Office, not later than 1 p.m.

New Advertisements should be sent in

before 2 p.m.

Advertisements and Subscriptions which

are not ordered to a fixed period will be

continued until discontinued.

Telegraphic address: "Mast, Hongkong."

Code: A. H. O. 323 Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

Temperature.

Hongkong, November 29, 1917.

Barometer 9 a.m. 30.11

Do 1 p.m. 30.07

Do 4 p.m. 30.03

Thermometer 9 a.m. 68

Do 1 p.m. 65

Do 4 p.m. 63

Do (Wet bulb) 9 a.m. 61

Do 1 p.m. 58

Do 4 p.m. 55

Do (Wet bulb) 1 p.m. 53

Do 4 p.m. 50

Do (Wet bulb) 4 p.m. 48

Do 4 p.m. 45

Do 4 p.m. 42

Do 4 p.m. 39

Do 4 p.m. 36

Do 4 p.m. 33

Do 4 p.m. 30

Do 4 p.m. 27

Do 4 p.m. 24

Do 4 p.m. 21

Do 4 p.m. 18

Do 4 p.m. 15

Do 4 p.m. 12

Do 4 p.m. 9

Do 4 p.m. 6

Do 4 p.m. 3

Do 4 p.m. 0

Do 4 p.m. -3

Do 4 p.m. -6

Do 4 p.m. -9

Do 4 p.m. -12

Do 4 p.m. -15

Do 4 p.m. -18

Do 4 p.m. -21

Do 4 p.m. -24

Do 4 p.m. -27

Do 4 p.m. -30

Do 4 p.m. -33

Do 4 p.m. -36

Do 4 p.m. -39

Do 4 p.m. -42

Do 4 p.m. -45

Do 4 p.m. -48

Do 4 p.m. -51

Do 4 p.m. -54

Do 4 p.m. -57

Do 4 p.m. -60

Do 4 p.m. -63

Do 4 p.m. -66

Do 4 p.m. -69

Do 4 p.m. -72

Do 4 p.m. -75

Do 4 p.m. -78

Do 4 p.m. -81

Do 4 p.m. -84

Do 4 p.m. -87

Do 4 p.m. -90

Do 4 p.m. -93

Do 4 p.m. -96

Do 4 p.m. -99

Do 4 p.m. -102

Do 4 p.m. -105

Do 4 p.m. -108

Do 4 p.m. -111

Do 4 p.m. -114

Do 4 p.m. -117

Do 4 p.m. -120

Do 4 p.m. -123

Do 4 p.m. -126

Do 4 p.m. -129

Do 4 p.m. -132

Do 4 p.m. -135

Do 4 p.m. -138

Do 4 p.m. -141

Do 4 p.m. -144

Do 4 p.m. -147

Do 4 p.m. -150

Do 4 p.m. -153

Do 4 p.m. -156

Do 4 p.m. -159

Do 4 p.m. -162

Do 4 p.m. -165

Do 4 p.m. -168

Do 4 p.m. -171

Do 4 p.m. -174

Do 4 p.m. -177

Do 4 p.m. -180

Do 4 p.m. -183

Do 4 p.m. -186

Do 4 p.m. -189

Do 4 p.m. -192

Do 4 p.m. -195

Do 4 p.m. -198

Do 4 p.m. -201

Do 4 p.m. -204

Do 4 p.m. -207

Do 4 p.m. -210

Do 4 p.m. -213

Do 4 p.m. -216

Do 4 p.m. -219

Do 4 p.m. -222

Do 4 p.m. -225

Do 4 p.m. -228

Do 4 p.m. -231

Do 4 p.m. -234

Do 4 p.m. -237

Do 4 p.m. -240

Do 4 p.m. -243

Do 4 p.m. -246

Do 4 p.m. -249

Do 4 p.m. -252

Do 4 p.m. -255

Do 4 p.m. -258

Do 4 p.m. -261

Do 4 p.m. -264

Do 4 p.m. -267

Do 4 p.m. -270

Do 4 p.m. -273

Do 4 p.m. -276

Do 4 p.m. -279

Do 4 p.m. -282

Do 4 p.m. -285

Do 4 p.m. -288

Do 4 p.m. -291

Do 4 p.m. -294

Do 4 p.m. -297

Do 4 p.m. -300

Do 4 p.m. -303

Do 4 p.m. -306

Do 4 p.m. -309

Do 4 p.m. -312

Do 4 p.m. -315

Do 4 p.m. -318

Do 4 p.m. -321

Do 4 p.m. -324

Do 4 p.m. -327

Do 4 p.m. -330

Do 4 p.m. -333

Do 4 p.m. -336

Do 4 p.m. -339

Do 4 p.m. -342